

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

August 1989

OPEN HOUSE AT HELENA REGIONAL

Helena Regional Airport held an open house August 5 to inaugurate their new air cargo ramp.

According to Ron Mercer, airport manager, there are currently over 432 monthly freight operations out of Helena. The new ramp allows these operations to be separated from the other portion of the airport thereby increasing capacity and safety. The ramp was

constructed at a cost of \$665,000.

Aircraft displays, drawings for airline tickets and other prizes, airplane rides, and 25 cent hot dogs drew several hundred people to the airport.

Future plans at Helena include the construction of new hangars and other buildings.



Freight containers await transport at the new Helena air cargo ramp.



Numerous aircraft were put on static display during the open house.

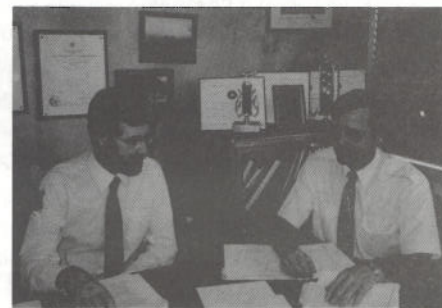
WORK BEGINS ON NEW AERONAUTICAL CHART

The Division is beginning work collecting data for an update of the state Aeronautical Chart. The new Chart should be available early in 1990.

We ask that you call or write the Division office with any additions or corrections to the current chart. Owners of private airstrips are encouraged to fill out the form on page 7.

The Aeronautical Chart is produced by the Division and is updated every four or five years. Call Redge Meierhenry at the Division office at 444-2506.

FERGUSON/NASAO VP MEET IN HELENA



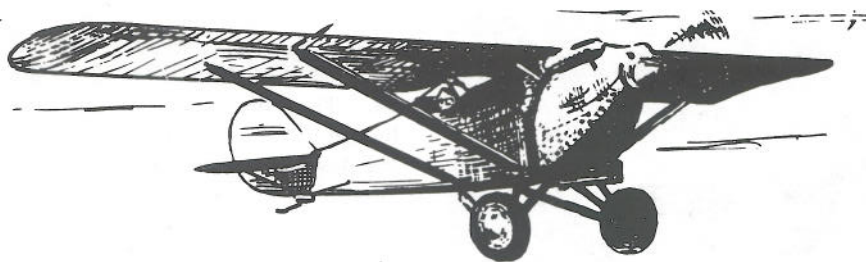
Robert Warner, Washington, D.C., executive vice-president of the National Association of State Aviation Officials, met in Helena with Mike Ferguson on July 13 - 14. They discussed the 1990 NASAO budget, planning, and other issues facing the Association. Ferguson serves as first vice-president of NASAO. Warner also had an opportunity to look over Helena as a possible site for a future NASAO national meeting. On Saturday, July 15, he flew with Ferguson to Schafer Meadows for the annual work session.

Administrator's Column

IRS Rules on Personal Use of Business Aircraft. The IRS has issued final regulations on fringe benefit taxes on use of business aircraft. The IRS rules say that a person must place a value on private use of a business aircraft equal to the amount charged for a charter rental of a comparable aircraft. There are other complicated aspects in the regulation, such as "control employee" and "empty seat" rules. Needless to say, the General Aviation Manufacturers Association is "less than pleased" with the regulations and has labeled them as "ridiculous" and will attempt to implement change.

Economic Study Reveals General Aviation Leads Industry. According to a recent study, "Economic Impact of Civil Aviation on the U.S. Economy," completed by the Partnership for Improved Air Travel, general aviation contributes a dominant share of the industry. The study concludes that there are 16,418 airports which are exclusively general aviation and 531 which are commercial airports and that the impact of exclusively general aviation airports is \$14.3 billion as compared to \$15.3 billion general aviation impact on the commercial airports. The study further finds that of the \$56.4 billion impact for aircraft manufacturing, \$8.5 billion was attributed to general aviation and that two-thirds of the 112 million GA hours flown were for business and instructional purposes while only one-third were for personal purposes.

Legislators and GAO Question FAA's Mode C Rules. Safety hazards brought out in a recent General Accounting Office (GAO) report on the FAA Mode C rule have raised considerable concern by members of the U.S. House of Representatives. The Congressmen have written to the new FAA Administrator James Busey requesting that he reevaluate the Mode C rule. The GAO report found that the FAA computer capacity is inadequate to give the controllers the capability to track the increased VFR Mode C targets generated by the FAA's Mode C rule. The general aviation community has been more than vocal over the same safety concerns since the outset of the FAA's rule proposal. The Congressmen also expressed their concern over the FAA's recent action temporarily suspending the 30 nautical mile Mode C rule for the Chicago airspace during the Experimental Aircraft Association's annual convention and airshow in Oshkosh, Wisconsin, and the underlying reasons for this action. The FAA said that they were sympathetic with the small airplane owners who do not have the Mode C equipment, so they would temporarily suspend the rule for Oshkosh. This reason has been challenged by the entire general aviation community, as they agree with the GAO report that the FAA simply cannot handle the load capacity they have created with the Mode C rule.



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MPA PLANS FALL PARTY

The MPA Fall Party will be held September 29 - 31, 1989, at Rocky Mountain Air at Great Falls International Airport.

A no-host burger fry on Friday evening will kick off the weekend.

Saturday's activities will include tours of the Montana Air Guard and Malmstrom Air Force Base. A barbecue will be held Saturday afternoon beginning at 4:00 p.m. with a dance to follow at 8:00 p.m.

The weekend will wind up with a no-host fly-out breakfast on Sunday morning.

Cost of the party will be \$15 per person, \$25 per couple. This will cover the Saturday activities including the barbecue and dance.

Everyone is welcome - you don't have to be an MPA member to attend. In fact, new MPA memberships will be gladly accepted. For more information, contact Dave Gates at 761-8534.

COLUMBUS TO HOST FLY-IN

September 16 is the date of a fly-in at Columbus.

A full day of activities is planned including what Allen Rickman says is the "largest Cub fly-over in Stillwater County." A hangar dance will be held in the evening - rain or shine.

Attendees are asked to bring their own tiedowns. For more information, contact Rickman at 322-5974.

PILOT ALERT - THE GREAT CENTENNIAL CATTLE DRIVE IS COMING

Increased aircraft traffic may be expected in the vicinity of Roundup, Billings, and the "Roundup Road" (U.S. 87 from Billings to Roundup) from August 28 - September 11.

One of the region's biggest Centennial events is scheduled to take place along this corridor. The event traverses several airways, student practice areas, and military training routes. Promoters may be using light aircraft for aerial photography and those hard-to-spot olive green helicopters for support.

Pilots are urged to contact FSS before departure and enroute for the latest NOTAM information.

TOWNSEND STUDENT WINS FLIGHT SCHOLARSHIP



Craig Jones has been selected to receive the Montana Aeronautics Division Flight Scholarship. The Scholarship was awarded as a result of his superior grades throughout the year in the Broadwater County High School aerospace class. Craig is very interested in aviation and is currently preparing for the private pilot written exam.



MOVING?

Each time a newsletter must be returned to us because of a wrong address, we pay the Post Office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

CALENDAR

Aug. 26 - Dillon Airport Dedication.
Sept. 9 - Montana 99s Meeting, Missoula.

Sept. 16 - Columbus Airport Fly-In.

Sept. 20 - 21 - Helena ADO Sponsor/Consultant Seminar, Colonial Inn, Helena.

Sept. 21 - 23 - 99s Sectional Meeting, Bend, Oregon.

Sept. 22 - 24 - Mountain Search Pilot Clinic, Kalispell.

Sept. 29 - 30 - Montana Aeronautics Board Meeting, West Yellowstone.

Sept. 29 - 31 - MPA Fall Party, Rocky Mountain Air, Great Falls.

Oct. 6 - 8 - MFF Convention, Colonial Inn, Helena.

Feb. 16 - 18, 1990 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3, 1990 - Montana Aviation Conference, Helena.

PILOT EXAMINER MOVES TO MISSOULA

FAA Designated Pilot Examiner John Rasmussen has moved from Great Falls to Missoula.

As an examiner, Rasmussen is authorized to give private, commercial, and instrument flight checks. He can be reached at 251-2966.

FAMILY FLY-IN FLIGHT SAFETY EXPO HELD IN COEUR D'ALENE



The third annual Family Fly-In Expo was held in Coeur d'Alene, Idaho, July 21 - 23. Over 300 airplanes brought pilots from throughout the west who attended clinics and seminars with aviation professionals. Many also completed the FAA WINGS program. Photo above is of one of the antique aircraft at the Silverwood Theme Park just north of Coeur d'Alene. The Fly-In is presented by the Montana and Idaho Aeronautics and the FAA with support from numerous individuals and organizations.



Keynote speaker Ron Machado addresses a large crowd after the barbecue at Farragut State Park.



Mike Ferguson poses with another antique aircraft at Silverwood. Three Division employees attended the fly-in to assist with conducting clinics, parking airplanes, and other tasks.



Taking time out are (from left): Buck Jones, West Yellowstone; Fred Hasskamp, Aeronautics Division; and Mr. and Mrs. Harry Fallis. Those who have attended the Aviation Conference will remember that Harry is regional manager for Transport Canada who has presented excellent safety programs in Conference concurrent sessions. He was also a speaker at the fly-in.

FLIGHT SAFETY

By: Fred Hasskamp, Chief
Safety and Education Bureau

Frosty Mornings. Fall is in the air, and with below freezing temperatures, frost often forms on aircraft parked outdoors. We need to be alert to the effects of frost on our aircraft. Somewhere back in ground school, we were taught that frost disturbs the flow of air over an airfoil, which in turn degrades lift and increases drag. This equates to increased stall speed, decreased rate of climb, and decreased lift, all of which decrease the performance capabilities of an aircraft.

It is common practice to "polish" frost on an aircraft rather than the preferred action of melting it off. When one flies an aircraft with any non-approved change, they become a "test pilot," not knowing the capabilities of the aircraft. There is no way to determine what the total effect of frost, ice, or snow might be on the performance of an aircraft at any particular time. It is obvious that the safe decision is to either prevent frost from forming on the aircraft or insure it has all melted off before flight.

Past Mistakes. It is difficult to come up with new, original safety recommendations for pilots to help them avoid incidents or accidents. At the same time, it is all too obvious that some pilots still insist on repeating the same "bad judgments" that others before them made which resulted in an incident or accident.

Whenever something happens, good or bad, that we can learn from, it behooves us to do so as safety minded pilots. Experience is anything or everything observed or lived through and can be enhanced through training and personal participation. Knowledge and skills results from this. Judgment is the ability to come to an opinion. From this it may be concluded that good judgment must come from good training.

In aviation, good training is essential so that good judgment can be developed. Now, to be safe pilots, all we have to do is maintain an awareness of what we have been taught or have experienced.

All Pilots

All ELT transmissions are now reported to Search and Rescue by Satellites.

Before start-up and after shut-down, tune your aircraft receiver to 121.5 - your ELT may be transmitting.

ANNUAL SCHAFFER MEADOWS WORK SESSION HELD JULY 14 - 16



Horses used by the Forest Service graze near the fencing crew.



Replacing old fencing is an on-going project at Schaffer.



Fred King, Eureka, and Lanny Hansen, Glasgow, set a fence post.



One of the outhouses was moved. Here Fred Mize (left), Kalispell, and Tom McBride, Helena, dig the hole.



Strategic planning and lots of muscle go into moving the facility.



Bob McCue of Missoula gets in on the digging.

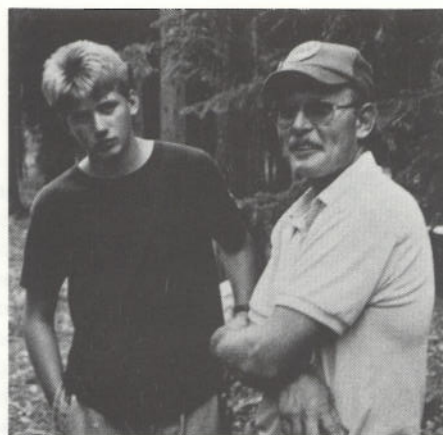


A coffee break in the wilderness - what better place!

Schafer Meadows - Continued...



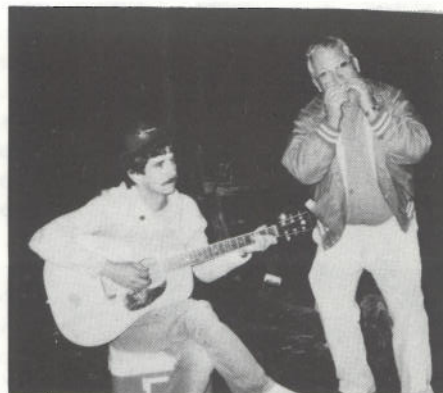
KRTV News from Great Falls sent a crew in to film the weekend activities. Above (from left) Jim Ellis, Great Falls; Tom Grimm, KRTV; Tom and Lanny Hansen, Glasgow; and Deb Sherman, KRTV, discuss the filming.



Caught during a break are Dave Kissner and his son from Great Falls.



One watcher, two peelers, and a very large pan of spuds!



One of the best parts of the Schafer weekend is the music around the campfire. Providing the entertainment here are Dave Gates on guitar and Herb Sammons with the harmonica.



This campfire line-up consists of (from left) Greg Riffin, Linda Seibel, Jim Ellis, Pam Udall, and Bob Warner. Warner is the executive vice-president of NASAO, Washington, D.C.



Campfire coffee and a well-deserved rest.

**ATTENTION:
MONTANA AIRSTRIPOWNERS**

The Montana Aeronautics Division is compiling the necessary data to complete the new 1990 Aeronautical Chart. All private airstrip owners are requested to fill out the following questionnaire. If your airstrip is already depicted on our most current chart and if we do not hear from you, we will assume that the information we already have is correct.

We have had a legal opinion which indicated that an airstrip clearly depicted as being restricted and 1) privately owned; 2) not for public use; 3) having possible unreported hazards; 4) user assumes all risk; and 5) prior permission required will have less liability on the owner than one which is NOT shown on the chart but is clearly visible from the air and identifiable as an airstrip and, therefore, could possibly be considered an invitation for public use.

Mail to: Aeronautical Chart Revisions
Montana Aeronautics Division
Box 5178
Helena, MT 59604

PRIVATELY OWNED AIRSTRIPOLOCATION

Name of Airstrip _____

Name of Owner _____

Owner's Mailing Address _____

AIRSTRIPOLOCATION

County _____ Section _____ Township _____

Range _____ Latitude _____ Longitude _____

Nearest Town _____ Direction _____ Miles _____

Does your airstrip serve as a community's only airport? Yes _____ No _____

Is your airstrip open to the public? Yes _____ No _____

Do you carry public airport liability insurance? Yes _____ No _____

Comments _____

AIRSTRIPODATA

Runway Direction	Length	Width	Approach Obstructions & Distances
_____	_____	_____	_____
_____	_____	_____	_____

Airport Elevation _____ Unicom Radio? Yes _____ No _____

Fuel Available? Yes _____ No _____ Octane? _____ Emergency Only _____

Telephone Available? Yes _____ No _____ Phone Number _____

Airstrip Owner's Signature _____

FAA ISSUES CERTIFICATES

PRIVATE

Robert Edwards Somers
 Charles Gorman Hamilton
 David Hudak Bigfork
 John Lawry Billings
 Gene Shea Bozeman
 Arlyn Pankratz Fort Peck
 Lisa Martin Browning
 Glen Robinson Zortman
 David Campbell Missoula
 Charles Werke Missoula
 William Bartlett Billings
 Kenneth Eaton Billings

PRIVATE MULTIENGINE

Jeff Smith Arlee

COMMERCIAL

Rodney McLean Kalispell

COMMERCIAL MULTIENGINE

Sean Murphy Garrison
 Eric Schimpff Kalispell
 Charles Trower Scobey
 Douglas Egel Billings

INSTRUMENT

David Young Whitefish

ATP TYPE

Michael Kobos Billings
 William Potter Billings

INSTRUCTOR

Sean Murphy Garrison

INSTRUCTOR RENEW/REINSTATE

Willard Gustafson Kalispell
 Michael Davis Missoula
 Michael Morrison Helena

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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